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ESTABLISHED 1857.

Your soups and stews will
be more nourishing every
time you remember to add
a little
BOVRIL
It imparts a delicious flavour
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critical palate.

No. 17,145, 號五十四百一千七萬一第 日二十月三年丑癸 HONGKONG, FRIDAY, APRIL 18TH, 1913. 五拜禮 號八十月四年二國民華中 PRICE, \$3 PER MONTH.

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PORTLAND CEMENT.
In Cask 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a1398]

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K. KATO,
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No. 2, Pedder Street, Hongkong
Hongkong, 11th March, 1913. [a16]

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No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [a80]

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BY popular English Manufacturers. In all
Bores and Sizes.
SMOKELESS POWDERS and CHILLED
SHOTS. From No. 10 to SSG. at \$5, \$7 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.
Inspection Invited.
W. SCHMIDT & Co.
Hongkong, 26th October, 1906. [1226]

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ESTABLISHED A.D. 1880.
IRON, Steel, Metal and Hardware Merchants,
Wholesale and Retail Ironmongers, Pig
Iron and Foundry Coke Importers. General
Storekeepers and Shipchangers. Nos. 35 & 37,
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PEAK TRAMWAYS COMPANY.
LIMITED.

TIME TABLE.
WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " " 10 " "
10.00 " " 11.00 " " " 15 " "
11.30 " " 12.45 p.m. " " " 15 " "
12.45 p.m. " 1.15 " " " 15 " "
1.15 " " 1.45 " " " 15 " "
1.45 " " 2.15 " " " 15 " "
2.15 " " 5.00 " " " 15 " "
5.00 " " 8.10 " " " 10 " "
NIGHT CARS.
8.50 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.
Every Half-Hour.
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Every Quarter of an Hour.
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8.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " " 11.00 " " " 10 " "
11.45 " " 12.00 noon " " " 15 " "
12.00 noon " 1.00 p.m. " " " 10 " "
1.00 p.m. " 5.00 " " " 15 " "
5.00 " " 6.00 " " " 10 " "
6.00 " " 7.00 " " " 15 " "
7.00 " " 8.10 " " " 10 " "
NIGHT CARS as on Week Days.
SATURDAYS.
Extra Car at 12 Midnight.
SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1913. [528]

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Codes used: A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1. and Watkin's.
DRY DOCK DEPARTMENT—Telephone Nos. 376, 506, or 681.
No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.
Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.
Every description of repair work is undertaken. A large assortment of material
including tail shafts are kept in stock. Two powerful tow boats, floating derrick to
lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,
tugs, lighters, constructional steel work, etc. (Tenders on short notice by letter or cable.)
WAREHOUSE DEPARTMENT—
106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private
bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.
Custom-house brokerage and insurance undertaken. Rates moderate.
Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.
[a706]

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SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.
LONDON TO SHANGHAI
IN 14 DAYS.

The S.M.R. Mail Steamers (equipped with wireless telegraph and carrying a qualified
surgeon on board) leave the S.M.R. Whampoo Wharf, Shanghai, every Monday and
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Monday, Wednesday, and Saturday, in conjunction with the Trans-Siberian Express Service
at Changchun.

Steamer Fares:—Single \$40; return (available for 3 months), \$64.
Express Train Fares:—Dairen to Changchun, ¥29.45 (including Express Extra Fee).
Tickets and information at all the Offices of the INTERNATIONAL SLEEPING CAR
& EXPRESS TRAINS CO. and Messrs. THOS. COOK & SON; the NIPPON YUSEN KAISHA,
Shanghai; the REISENBUREAU DER HAMBURG AMERIKA LINIE; the NORDISKE REISEBUREAU,
or direct from the

SOUTH MANCHURIA RAILWAY CO.,
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Tel. Add.: "MANTZSU." Codes: A.B.C. 5th Ed., A1, and Lieber's.

FUSHUN COAL
THE BEST STEAMING COAL IN THE FAR EAST.
Fresh stocks always on hand at Dairen, Nowohwang, Port Arthur, and Tientsin Depots,
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MINING DEPARTMENT,
SOUTH MANCHURIA RAILWAY CO.,
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BEST GROUND COFFEE
ALWAYS FRESH.

75 Cts. PER 1 LB. TIN. 40 Cts. PER ½ LB. TIN. [33]

TRADE MARK
The GOLD MEDAL for Quality in the
Franco-British Exhibition was awarded to
"WHITE HORSE"
WHISKY.
To His Majesty
The King.
By Royal
Appointment.
MACKIE & CO. DISTILLERS, LTD.
LAGAVULIN DISTILLERY, ISLAY. Estab. 1742.
OBTAINABLE AT ALL STORES OR FROM THE
SOLE AGENTS,
LANE CRAWFORD & CO.
NOTE.—Any persons proved guilty of re-filling our empty bottles with inferior Whisky
will be refused supplies. [a1004]

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A1, A.B.C., Western Union, and Engineering Codes used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contrado Condenser, Stone's Manganese Bronze
and Parsons' Steam Turbines, etc., etc., etc.

AT NAGASAKI—Telegraphic Address: "DOCK," NAGASAKI
Length on Keel-Blocks Breadth at Entrance Depth of Water
on Keel-Blocks on Bottom on Keel-Blocks
3 Dry Docks: No. 1 ... 510 ft. 77 ft. 26 ft.
No. 2 ... 350 ft. 53 ft. 24 ft.
No. 3 ... 714 ft. 88 ft. 34 ft.
1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
ready at short notice.

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Floating Docks: No. 1. No. 2.
Lifting Power 7,000 Tons. 12,000 Tons.
Max Length of Ship taken in 460 Feet. 580 Feet.
" Breadth " " 56 " 66 "
" Draft " " 22 " 26 "
The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Shovel, capable of lifting 40-ton weight.
ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION. [a319]

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TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and
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BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
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FOR THE YEAR
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OVER 1,800 PAGES 15 MAPS AND PLANS.
TO BE OBTAINED AT THE OFFICE OF
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HONGKONG HOTEL
Recently Refurnished and Redecorated.
Large Airy Public Rooms.
Electric Lighting, Lifts and Fans.
Suite de Luxe
Bathrooms with European Bath and
Lavatory attached.
Perfect Sanitation.
A LA CARTE GRILL ROOM
J. H. TAGGART, Manager.
[a26]

**KING EDWARD
HOTEL.**
A FIRST CLASS HOTEL.
Central Position for Tram and Ferry.
Electric Lifts.
Electric Fans.
Hot and Cold Water.
Latest Improvements.
Reasonable Rates.
Telephone No. 373.
H. HAYNES,
Manager.
Hongkong, 2nd August, 1912. [a53]

GRAND HOTEL
QUEEN'S ROAD CENTRAL.
A FIRST CLASS AND UP-TO-DATE
HOTEL.
ENTIRELY UNDER EUROPEAN MANAGEMENT.
THIS HOTEL has recently been thoroughly
renovated, extensively enlarged, and is now
luxuriously furnished and up-to-date in every
respect, situated in the most central position.
Large and Airy Rooms, Hot, Cold, and Shower
Baths, Electric Light Throughout and Fans.
Large and Comfortable Lounge, Private and
Public Bars and Billiard Rooms. CUISINE
ENTIRELY UNDER EUROPEAN
SUPERVISION. Sanitary Arrangements of
the latest, HOTEL LAUNCH MEETS ALL
STEAMERS. Monthly Rates for Tiffin and
Dinner. Special Rates for married families on
application to
FREDERICK REICHMANN,
Proprietor.
(late Manager of J. H. LYONS (Troadero),
leading Caterers in London, and
GRAND ORIENTAL HOTEL, Colombo).
TELEPHONE No. 127.
TELEGRAPHIC ADDRESS: "COMFORT."
Hongkong.
Hongkong, 1st September, 1910. [a36]

PEAK HOTEL.
1,400 Feet above Sea Level.
FIRST-CLASS RESIDENTIAL and
TOURIST HOTEL. Unrivalled for
Comfort, Health and Convenience. Telephones
in Every Room, prompt connection maintained
by six lines to Central.
Fifteen Minutes from Principal Landing
Stage. Moderate Tariff and Excellent Cuisine.
Roof Garden and Social Rooms, European
Runner meets Steamers.
P. O. PEUSTER,
Manager.
Hongkong, 1st January, 1913. [146]

"BRAESIDE."
PRIVATE HOTEL.
STANDING in its own grounds, with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort
Fine View of the Harbour,
Telephone, No. 630.
Apply to—
Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road,
Hongkong, 4th December, 1907. [a34]

VICTORIA HOTEL
SHAMEN—CANTON.
Telegraphic Address: "VICTORIA, SHAMEN."
SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL
MACAO
[Telegraphic Address: "FARMER, MACAO."
SITUATED IN THE CENTRE OF PRAYA GRANDE
Both Hotels electrically lighted and under
experienced European Supervision.
GUIDES AND CHAISES PROVIDED.
Every Information and Special Attention given
to Tourists.
REASONABLE RATES.
WM. FARMER,
Proprietor.
3911

A LING & CO.,
19, QUEEN'S ROAD CENTRAL.
**FURNITURE and PHOTO GOODS
STORE.**
Photographic Goods of every Description
in Stock.
Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
TELEPHONE 1219.
Hongkong, 16th April, 1913. [584]

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday at the Council Chamber.

The following were present:—
His Excellency the Governor, Sir F. H. MAY, K.C.M.G.
Hon. Mr. A. M. THOMSON (Colonial Secretary).
Hon. Mr. J. A. S. BUCKNILL (Attorney-General).
Hon. Mr. A. G. M. FLETCHER (Colonial Treasurer).
Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).
Hon. Mr. E. R. HALLIDAY (Registrar-General).
Hon. Mr. C. McI. MESSER (Captain-Superintendent of Police).
Hon. Sir Kai Ho Kai, M.D., C.M.G.
Hon. Mr. E. A. HEWITT, C.M.G.
Hon. Mr. WEI YUE.
Hon. Mr. C. MONTAGUE EDE.
Hon. Mr. O. H. ROSS.
Hon. Mr. E. SHELLIM.
Mr. R. H. CROFTON (Clerk of Councils).

The minutes of the previous meeting were read and approved.

FINANCIAL MINUTES.
The Colonial Secretary, by command of His Excellency the Governor, laid on the table Financial Minutes Nos. 19 to 21, and moved that they be referred to the Finance Committee.

FINANCIAL.
The Colonial Secretary, by command of H.E. the Governor, laid on the table the Report of the Finance Committee, No. 3, and moved that it be adopted.

The Colonial Treasurer seconded, and the motion was agreed to.

KOWLOON-CANTON RAILWAY.
The Colonial Secretary moved the following resolution:—
It is hereby resolved that a sum of Dollars Four hundred and thirty thousand and six hundred and eighty cents (\$430,680.30) be advanced out of funds in the custody of the Government for the construction of the Kowloon-Canton Railway (British Section) during the year 1913. In doing so he said—This resolution has been discussed by the Finance Committee, and it is unanimously recommended.

In doing so he said—This resolution has been discussed by the Finance Committee and it is unanimously recommended.

The Colonial Treasurer seconded, and the motion was agreed to.

THE GENERAL LOAN AND INSCRIBED STOCK ORDINANCE.

The Attorney-General moved the second reading of a Bill entitled, "An Ordinance to declare the terms and conditions applicable to loans authorised to be raised by the Government of Hongkong and to provide for the creation of Hongkong Inscribed Stock." In doing so he said—Sir, the Bill is a very long one, but as a matter of fact the details are all purely formal. The form of the Bill was forwarded to this Council in the form in which it was sent by the Secretary of State, but perhaps in moving the second reading I should just point out the reason why it is necessary to pass this Bill. Under the law as it existed, there was a fairly comprehensive Ordinance, No. 1 of 1903, dealing with the issue of loans by means of inscribed stock and until the passage of another Ordinance, No. 11 of 1905, every loan proposed to be raised other than by way of inscribed stock had to be the subject of a special Debenture Ordinance, of which, Sir, there are plenty of examples, in the Statute Book, one of which is No. 6 of 1905. Under the law of No. 11 of 1905 and of No. 1 of 1903 the provisions dealing with inscribed stock were very obscurely applied to the general question of the issue of loans by way of debenture, and it was pointed out by the Secretary of State that it would be far better instead of the law as it existed at present to have one comprehensive Ordinance dealing with the issue of loans by way of debentures and also with the issue of loans by way of inscribed stock, and to introduce into that Ordinance an elasticity which does not exist at present by which the conversion from one form of loan into another could easily be done. The consequence of that proposal is the present Bill. The first half of the Bill roughly deals with the issue of loans by way of debentures, whilst the second half deals with the issue of loans by way of inscribed stock. In both parts are arrangements for mutual conversation, and in both parts are proper provisions and safeguards for the payment of money and the amortisation of loans and for providing for the necessary sinking fund.

The Colonial Secretary seconded, and the motion was agreed to.

Council then went into Committee to consider the Bill clause by clause.

On Council resuming,

The Attorney-General reported that the Bill had passed through Committee, and moved that it be read a third time.

The Colonial Secretary seconded, and the Bill was read a third time and passed.

THE RAILWAY LOAN ORDINANCE.

The Attorney-General moved the second reading of a Bill entitled, "An Ordinance to make provision for raising a loan of two hundred and fifty thousand pounds sterling for the purposes of Railway Construction." In doing so he said—It is unnecessary for me to say anything about this Bill. The actual form is the form which was sent out by the Secretary of State. The objects to which the sum of money is to be devoted are set out in the schedule.

The Colonial Secretary seconded, and the motion was agreed to.

Council then went into Committee to consider the Bill clause by clause.

On Council resuming,

The Attorney-General reported that the Bill had passed through Committee, and moved that it be read a third time.

The Colonial Secretary seconded, and the Bill was read a third time and passed.

THE RECENT COCAINE CASE.

Judgment was delivered by Mr. F. A. Hazeland at the Magistracy yesterday in the case in which a Chinese named Li Ching was charged with having in his possession a greater quantity than 12 official doses of cocaine.

It was stated in the evidence that Revenue Officer Wilden found the cocaine, in 4,000 bottles, each of which contained an eighth of an ounce, in Holt's godowns. The bottles were hidden in five bales of newspapers.

His Worship, in the course of a very lengthy judgment, said that on the statements made by the defendant to Revenue Officer Wilden he found as a fact that the defendant was the owner of the cocaine, the subject matter of the charge. His Worship was not able to say whether he was the sole owner or joint owner with one or more persons. The defendant being the owner, he was in "possession" as soon as the *Bellerophon* (from which the bales were landed) arrived in the Colony. It was not necessary for him to decide the question when and where the "possession" commenced. Referring to the question of the intention of the defendant to send the cocaine away, his Worship declared it was clear and obvious that the sole reason why he did not wish to land the cocaine in Hongkong was because of the danger of it being seized by the Revenue Officers. He stated that he had 4,000 dozens of cocaine and that it had all been seized except one shipment which his agents got in Japan. Defendant also stated that he had lost \$20,000 in consequence of such seizures.

His Worship also mentioned the further fact that of the 10 bales of old newspapers consigned to Hongkong, defendant was only going to ship away the five bales which contained cocaine and the five bales which contained only newspapers were to be landed in Hongkong.

His Worship concluded—"I therefore convict the defendant. I order him to pay a fine of \$1,000; in default six months imprisonment with hard labour. I further order that the cocaine, the subject matter of the charge, be forfeited to the Crown."

Mr. Lewis asked his Worship to state a case and grant a certificate for leave to appeal.

His Worship said the case must be stated in writing.

Mr. Hodgson stated that the cocaine would not be forfeited for a fortnight.

HAMBURG LETTER.

[SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS."]

HAMBURG, March 26th.

THE PROPERTY TAX.

Nothing fresh has transpired with regard to the tax on property except that the Federal Council has ratified the project on the understanding that it is not to establish a precedent and that the payments are to be spread over three years. The scheme has aroused the patriotic spirit of the nation, as is proved by the fact that many who would otherwise be exempt are demanding in the Press and in letters addressed to the Government that everybody, be his means ever so small, should be allowed to contribute. On the other hand, the conviction is gaining ground that social legislation has gone quite far enough, if not too far, and is endangering the development of the industries of the country by the heavy burdens it imposes upon them.

The Secretary of the Federation of the manufacturers of the district of Cologne estimates at 1,000 million Marks the annual payments by the masters to the State Insurance Funds for their hands and at 200 to 300 those to the newly started employees' old age pension, etc., insurance. According to the report of the Gelsenkirchener Bergwerk Verein, one of the great mining companies of Westphalia, for the past year, they spent in imperial and communal taxes, in premiums to the sick, invalidity, accident and old age insurance funds no less than M9,422,734, or slightly over 48 per cent. of the net profits for the twelve months (which figure does not include the work people's contributions), whilst in 1911 the percentage was still greater, viz., a fraction above 54 per cent. In spite of this the unprecedented activity in trade has permitted the distribution of a dividend of 10 per cent., but it may well be asked, what will be the result in times of commercial and industrial depression? The weight of the levies for social insurances seems to fall more heavily still on the shipbuilding industries. The following remarks are taken from a communication on the subject addressed to the *Hamburger Nachrichten* by one well able to judge. He says that the lamentable results related in the reports of several of the large shipbuilding companies for the past year bear out the warnings of men of practical experience, not to lay too heavy a burden of social taxation on the shoulders of employers. They may call forth a smile on the lips of some who, without practical knowledge of the subject, seated in Government boards or in the committee rooms of philanthropic societies are engaged in solving social problems, but will be fully endorsed by commercial men, who are beginning to realize the onerousness of the employees' insurance act lately come into operation, and the danger of further legislation in that direction. It is self-evident that the industries must be the first to suffer from over-taxation of the kind, owing to the keenness of international competition and the difficulty of guarding by combines and syndicates against the cutting down of prices.

Besides having to pay heavy contributions to the various insurance funds, which indirectly help to augment the means of trade unions, the cost of workshops and factories has been materially increased by regulations regarding space, dressing rooms, sanitary arrangements, etc., and an amount of clerical work has become necessary that is truly appalling; the engagement of an operative, for instance, requires from 25 to 35 different entries to be made, and changes being frequent a great deal of time and labour is thus wasted. So far the number of laws enacted for the benefit of the working classes does not appear to have exercised a favourable influence on the character of the latter, their sense of duty and their reliability having by no means improved. On the contrary, as the capital at their disposal increases they are growing more and more inclined to hamper work by ever-recurring demands for shorter hours, higher wages, the abolition of overtime and night work, etc., and rarely are masters in a position to disregard such demands altogether. It may thus happen that during the construction of a large vessel wages have to be raised several times. Shipbuilding, enjoying no kind of protection against foreign competition, profits have to be calculated on a very low scale and any sudden increase in the costs therefore is felt severely; the consequence has been the cutting down of prices by weaker firms in an unwarrantable manner. Technically German shipbuilding need fear no foreign competition, and it is to be hoped that shipowners, now that times are prosperous, will recognize the expediency, in their own interests, of supporting efficient German yards in preference to those of other countries. Above all, however, it is necessary that the trade be not further handicapped by fresh social taxation and that the Government should remember its duties towards employers

whom it is taxing heavily for the benefit of the working classes, whilst apparently unable to devise means for the adequate protection of men willing to work from the tyranny of the unions, and thus assisting the masters. Unless Government desists from imposing further social burdens even those industries that are protected by high tariffs are bound in time to share the fate of the shipbuilding yards, some of which have already been obliged to shut down altogether.

THE COTTON EXCHANGE.

After protracted, but for reasons it would take too long to explain, unsuccessful negotiations with the Hamburg cotton exchange, the merchants of Bremen have decided to open a market for futures of their own on September 1st, the rules of which have already been drawn up and accepted. The number of members is limited to 100, who will have to pay M.5,000 for their seat in the ring and an annual subscription of M.300, only members of Bremen firms being eligible. Members of other cotton-exchanges may become associate members by paying M.1,000 annually, and as such will be charged a reduced rate of brokerage, but will not be admitted into the ring; besides, they will have no voice in the management of affairs. A clearing house and a clearing bank are also provided for, the latter to guarantee all transactions, but to have the power of insisting on original margins and to calling up differences any time the market goes against an operator, without waiting for the weekly settling day, as in Liverpool. It is thought that the trade in the interior will prefer placing their hedges in Bremen, which can be reached by telephone, to operating in Liverpool or New York, where they are dependent on telegraphs and cables with the inevitable risk of delays and errors in transmission. The great difficulty to be contended with is the comparatively small number of firms engaged in the cotton trade in Bremen and the absence of outsiders, but it is expected that houses in Liverpool and the United States will open branch offices in Bremen, in fact several are said to have already signified their intention of doing so. If it can be carried through successfully a vast amount of commissions which have hitherto been paid to Liverpool and American houses will remain in the country, but it will be no easy matter for Bremen to compete with the two older markets and the facility they offer through the enormous volume of business transacted there.

BANK RATES.
Although the political outlook is becoming more reassuring, every day business remains almost stagnant and is likely to continue so, as long as rates for money range from 8 to 9 per cent.

THE NAVIES OF THE WORLD.

ENGLAND'S STRENGTH IN BATTLESHIPS.

A return was issued by the British Admiralty last month as a Parliamentary paper [537], showing the comparative strength of the fleets of Great Britain, France, Russia, Germany, Italy, Austria-Hungary, the United States of America, and Japan on January 1, 1913, omitting battleships and armoured cruisers over 20 years old from date of launch, and distinguishing, both built and building, battleships, cruisers of various grades, torpedo vessels, torpedo-boat destroyers, torpedo-boats, and submarines. The returns may be summarized as follows:—
Battleships Built:—Great Britain 55, building 11; France, 31 built, 7 building; Russia, 9 built, 7 building; Germany, 33 built, 7 building; Italy, 9 built, 5 building; Austria-Hungary, 13 built, 3 building; United States, 33 built, 4 building; Japan, 17 built, 1 building.
Coast Defence Vessels Built:—Great Britain, none; France, 5; Russia, 1; United States, 9; Germany, Italy, Austria-Hungary, and Japan, none.
Building in each case, none.
Cruisers, Armoured, Built:—Great Britain, 34; France, 20; Russia, 6; Germany, 9; Italy, 9; Austria-Hungary, 4; United States, 14; Japan, 13. Building, none.
Cruisers, Light Armoured:—Great Britain, 8 (building); other countries, both built and building, none.
Cruisers, Protected (Second Class) Built:—Great Britain, 35, in addition to 2 for naval service of Dominion Governments; France, 4; Russia, none; Germany, 30; Italy, 2; Austria-Hungary, 3; United States, 15; Japan, 13. Building:—Great Britain, 4, in addition to 3 for naval service of Australia; Germany, 4; Italy, 1; Russia, 2; United States and Japan, none.
Cruisers, Protected (Third Class), Built:—Great Britain, 18; Dominion Governments, 1; France, 6; Russia, 23; Germany, 11; Italy, 11; Austria-Hungary, 3; United States, none; Japan, 4. Building:—Italy, 2; other countries, none.
Cruisers, Unprotected, Built:—Great Britain, 5; Germany, 4; Austria-Hungary, 3; United States, 3; Japan, 4; France, Russia, and Italy, none. Building:—Great Britain, 3; other countries, none.
Scouts, Built:—Great Britain, 8; Italy, 1; United States, 3; other countries, none. Building:—Italy, 2; other countries, none.
Torpedo Vessels Built:—Great Britain, 28; France, 4; Russia, 3; Germany, none; Italy, 3; Austria-Hungary, 11; United States, 2; Japan, 3. Building:—Great Britain, 1; other countries, none.
Torpedo-boat Destroyers Built:—Great Britain, 188, and Australia, 3; France, 73; Russia, 90; Germany, 124; Italy, 23; Austria-Hungary, 12; United States, 49; Japan, 53. Building:—Great Britain, 28; France, 11; Russia, 9, and 35 ordered but not yet laid down; Germany, 9; Italy, 10; Austria-Hungary, 6; United States, 4; Japan, none.
Torpedo-boats (new type):—Great Britain, 36 built.
Torpedo-boats Built:—All Classes.—Great Britain, 73; France, 168; Russia, 26; Germany, 80; Italy, 77; Austria-Hungary, 70; United States, 22; Japan, 50. Building:—Great Britain, 24; Austria-Hungary, 8; other countries, none.
Submarines Built:—Great Britain, 65; France, 73; Russia, 29; Germany, 18; Italy, 12; Austria-Hungary, 8; United States, 25; Japan, 13. Building:—Great Britain, 20, and Australia, 2; France, 8; Russia, 8; Germany, 14 (figures uncertain); Italy, 8; Austria-Hungary, none; United States, 22, including 8 not yet laid down; Japan, 2. Russia has also 12 submarines ordered.

INTIMATIONS

JOHNSTONE'S
M.P.



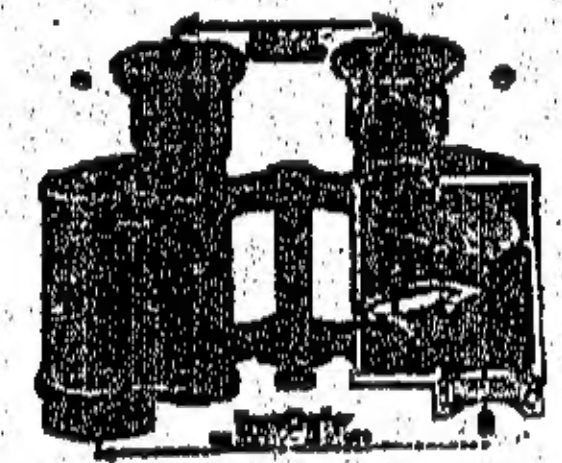
A Really Recherché Whisky.
The best that quality of ingredients
and age combined with experience
and skill can produce.

OBTAINABLE EVERYWHERE.

H. RUTTONJEE
& SON,

Wine and Spirit Merchants.

[31]



ZEISS PRISM
BINOCULARS

AT HOME PRICES:

16 Power	£10.10.0
12 " (new model).....	£10.10.0
12 "	£9.5.0
8 "	£6.10.0
6 " (large field).....	£7.10.0
6 "	£6.0.0
6 " (small model) ...	£5.18.0
8 "	£5.8.0

To be Obtained from

Chs. J. Gaupp
& Co.,

ALEXANDRA BUILDINGS,
CHATER ROAD.

41

OUR

STUDY

OF

THE EYE



and its anatomy and our long experience in correcting defective vision enable us to test beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN
WE WILL TELL YOU.

CLARK & CO.
SCIENTIFIC OPTICIANS
108 BLOCS, CHATER RD.
HONGKONG

48

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 38. Telephone No. 12.
Telegraphic Address: PARS.
Codes: A.B.C. 4th Ed., Lieber's.

NEW ADVERTISEMENTS

JAVA CONSOLIDATED RUBBER AND COFFEY ESTATE, LTD.

NOTICE IS HEREBY GIVEN that the THIRD ANNUAL GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at No. 10, Canton Road, Shanghai, on MONDAY, the 21st of April, 1913, at 4.30 p.m. The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 21st of April, 1913, both days inclusive. By Order of the Board of Directors, J. A. WATTE & Co., Ltd., Secretaries and General Managers.

GREEN ISLAND CEMENT CO., LTD.

THE TWENTY-FOURTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Office of the Company, St. George's Building, Victoria, Hongkong, on SATURDAY, the 26th day of April, 1913, at 12 o'clock noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1912. The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 26th April, both days inclusive. BY ORDER OF THE BOARD OF DIRECTORS.

Hongkong, 17th April, 1913. [585]

TO LET.

LA HACIENDA EAST, 74, Meant Kollet Road.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 16th April, 1913. [587]

NORTHERN STEAMSHIP CO. OF ST. PETERSBURG.

FOR ODESSA AND BLACK SEA PORTS.

THE Russian Steamship

"BARON DRIESEN,"

Captain J. Kammerting, is expected to leave for the above Ports on or about 16th April.

For Freight or further information, apply to BRADLEY & Co., Agents.

Hongkong, 18th April, 1913. [588]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamers

"PESAWUR,"

Arrived Hongkong on 15th April, 1913, from ANTWERP, LONDON, MALTA, PORT SAID, SUEZ and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godown at Kowloon, where such Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAY and TUESDAY. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godown.

E. A. HEWITT, Superintendent

Hongkong, 16th April, 1913. [1]

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES

THE Steamship

"BUELOW,"

having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godown, where delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godown, and all goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 9.30 A.M.

All Claims must reach us before the 30th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

Hongkong, 16th April, 1913. [4]

INTIMATIONS

VICTORIA RECREATION CLUB.

SIXTEENTH ATHLETIC MEETING.

THE COMMITTEE of the VICTORIA RECREATION CLUB request the pleasure of the Company of the Ladies of Hongkong TO-MORROW (SATURDAY), the 19th April, at 1 P.M., on the Hongkong Football Club Ground (kindly placed at the disposal of the Committee) at Happy Valley.

Admission to the Ground, Stand and Enclosure (Gentlemen) 5/-.

Members of the Hongkong Football Club, on presenting Membership Ticket—Free.

No person other than Officials and Competitors allowed within the Ground.

By kind permission of the Lt. Colonel and Officers 25th Rajputs, the Band of the Regiment will play during the afternoon.

F. LAMBERT, Hon. Secretary.

Hongkong, 17th April, 1913. [579]

HONGKONG GYMKHANA CLUB.

THE FIRST GYMKHANA MEETING.

of the Season will be held at HAPPY VALLEY TO-MORROW (SATURDAY), the 19th April, 1913, commencing at 3.30 p.m.

The Charge of Admission will be 5/- for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half Price.

The Committee invite the Ladies of Hongkong to be present.

REGINALD F. C. MASTER, Hon. Secretary and Treasurer.

Hongkong, 17th April, 1913. [580]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held TO-MORROW (SATURDAY), the 19th April, 1913, at 12.30 p.m., at the Offices of the Hongkong Jockey Club, on the Ground Floor of the Hongkong Club Annex, Chater Road.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 5th April, 1913. [541]

GERMAN Residing in Hamburg, First.

Class Reference, 20 years' experience in China, desires connection with Hongkong or China firm for Exports from Canton.

Replies under— H. Y. 1249, to Messrs. RUDOLF MOSSE, Hamburg. [578]

WANTED.

LADY TYPIST for BANGKOK, Knowledge of German required. Salary 200 per month, free Furnished House.

Apply to— S. S. 777, Care of "Daily Press" Office.

Hongkong, 16th April, 1913. [577]

WANTED.

A Position for a JUNIOR REPORTER will be vacant on a Leading Morning Newspaper in China at the end of October. Agreement and Good Salary to Competent Man. Apply with Copies of Testimonials to—

Box 1234, Care of "Daily Press" Office.

Hongkong, 15th April, 1913. [575]

WANTED.

A N ENERGETIC and Hard-Working CHINESE BROKER for INDENT BUSINESS in a well-known Firm. Liberal Brokerage.

Apply— "S," Care of "Daily Press" Office.

Hongkong, 15th April, 1913. [576]

WANTED.

IMMEDIATELY—an EXPERIENCED STENOGRAPHER and TYPIST. Male or Female.

Apply to— "D," Care of "Daily Press" Office.

Hongkong, 11th April, 1913. [563]

TO ALL WHOM IT MAY CONCERN.

THE Business of the late R. H. MAROMEN, hitherto carried on at No. 18, D'Agallier Street (ground floor), has been purchased by the Undersigned, and will be carried on in future under the style of N. J. MOROJI & Co.

All outstanding debts due by the old firm prior to the 4th day of April, 1913, will be settled by the Vendor and are no concern of the Undersigned.

N. J. MOROJI, Dated the 12th day of April, 1913. [568]

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

REPORTING of any Description Undertaken by Competent and Reliable Note-Takers.

Correspondence and Tabulated Work turned out with Accuracy and despatch.

Contracts arranged. Secretarial duties undertaken.

H. E. VICTOR, Manager.

10, Queen's Road Central, (First Floor).

Telephone No. 650, Hongkong, 3rd March, 1913. [397]

INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE 97.

HARDWARE DEPT.

FULL STOCK OF COOKING UTENSILS IN ALUMINIUM, ENAMELLED STEEL, ETC.

THE "WHITE MOUNTAIN"

ICE CREAM FREEZERS

STOCKED

IN

10 SIZES.

1 QUART

TO

12 QUARTS.



TRIPLE

MOTION.

MAKES

DELICIOUS CREAM

IN THREE MINUTES.

TEAKWOOD ICE CHESTS

CONSTRUCTED AND PACKED UNDER OUR PERSONAL SUPERVISION.

THE ONLY ICE CHESTS GIVING

COMPLETE SATISFACTION FOR USE IN THIS CLIMATE.

BERKEFELD FILTERS

IN ALL SIZES.

ICE BLANKETS. ICE SHAVES. ETC.

LANE, CRAWFORD & Co.

[46]

PEEK, FREAN & CO.'S

CELEBRATED BISCUITS.

FRESH CONSIGNMENTS JUST ARRIVED

PER S.S. "NARRUNG."

STOCKED BY WING ON CO.

KWONG HIP SHING.

KWONG WAH.

AND OTHER LEADING COMPRADOIRES.

ASK FOR PAT-A-CAKE.

SHORT CAKE.

TEDDY BEAR.

LEMON PUFF CREAM.

CLOTTED CREAM.

REPRESENTATIVES FOR HONGKONG AND SOUTHERN CHINA.

MACEWEN, FRICKEL & Co.,

[392-2]

PUBLIC COMPANIES

THE YANGTZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY GENERAL MEETING of the above Association will be held at the Head Office, No. 26, The Bund, Shanghai, on MONDAY, the 21st April, 1913, at 11.30 o'clock a.m. for the purpose of presentation of the Report of the Directors and the Accounts to the 31st December, 1912, the election of Directors and Auditors for the current year, and for the purpose of transacting any other business which may be transacted at an Ordinary General Meeting.

The TRANSFER BOOKS of the Association will be CLOSED from the 15th to the 21st April, 1913, both days inclusive.

Members holding proxies for absent Shareholders must deposit same with the Secretary for registration at least forty-eight hours before the Meeting.

By Order of the Board of Directors, W. S. JACKSON, Secretary.

Hongkong, 12th April, 1913. [567]

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-FOURTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Offices, St. George's Building, on SATURDAY, the 3rd May, 1913, at 12 o'clock noon, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 28th February, 1913, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th April to the 3rd May, 1913, both days inclusive.

By Order of the Board of Directors, GIBB, LIVINGSTON & Co., Agents.

Hongkong, 16th April, 1913. [531]

FOR SALE

FOR SALE.

ANTIQUE CHINESE CURIOS and EMBROIDERIES, the valuable Collection of a Private Collector, comprising Chinese Porcelain of the MING and TOWKING DYNASTIES.

Coloured and Blue and White Vases, Plates, Bowls and Figures; Old Bronzes, Jade Ornaments, Embroidered Mandarin Coats, and hanging Wall Pictures.

Such a Valuable Collection has seldom been in any part of the World.

Purchasers are respectfully requested to call at

FUJII & Co., 56, QUEEN'S ROAD CENTRAL, First Floor.

From 10 A.M. till 12 Noon and 2 P.M. till 5 P.M. Hongkong, 19th March, 1913. [468]

CHEESE

WE beg to inform our Customers that we have received a New Shipment

of our well-known CANADIAN STILTON CHEESE.

THE DAIRY FARM CO., LTD.

[58]

JUST ARRIVED.

AMERICA'S LEADING

W.B. CORSET,

GREAT DEMAND FOR LONG WAIST

ERECT FORM AND NUFORM.

HOOSAIN-ALI & Co.,

14, Queen's Road Central

BANKS

NEDERLANDSCH-INDISCHE HANDELSBANK (NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (21,250,000)

Paid up Capital Fl. 14,905,350 (21,242,112)

Reserve Fund Fl. 5,022,161.27 (24,18,513)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS: THE WILLIAMS DEACONS BANK.

SWISS BANKER: BERNE.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 per cent. per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.

E. J. H. VAN DELDEN, Acting Manager, No. 8, Des Voeux Road Central.

Hongkong, 5th February, 1913. [21]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000

SUBSCRIBED 1,125,000

PAID UP 562,000

RESERVE FUND 415,000

HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C.

BRANCHES:

Bombay, Calcutta, Cebu, Hongkong, Kanton, Madras, Manila, Peking, Rangoon, Singapore, Shanghai, Yokohama.

AGENTS IN JAPAN: MESSRS. JARDINE, MATHESON & Co., Ltd.

BANKERS:

BANK OF ENGLAND, LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks, Shares bought and sold on account of Customers. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD, Manager.

Hongkong, 18th March, 1913. [309]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000

RESERVE FUNDS—

STRIKING \$1,500,000 at 2/-= \$15,000,000

SILVER \$17,500,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COVER OF DIRECTORS:

Hon. Mr. C. H. ROSS—Chairman.

S. H. DOWELL, Esq.—Deputy Chairman.

G. FRIEDLAND, Esq., W. L. PATTENDEN, Esq., C. B. GUBBY, Esq., J. A. PLUMMER, Esq., P. H. HOLYOAK, Esq., Hon. Mr. E. SHELLIM, G. R. LAURIE, Esq., H. A. SIEB, Esq., F. LIEB, Esq.

CHIEF MANAGER: HONGKONG—N. J. STABB.

MANAGER: SHANGHAI—A. G. STEPHENS.

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent. per Annum.

For 6 months, 3 per cent. per Annum.

For 12 months, 4 per cent. per Annum.

N. J. STABB, Chief Manager.

Hongkong, 10th April, 1913. [118]

THE YOKOHAMA SPECIE BANK LIMITED.

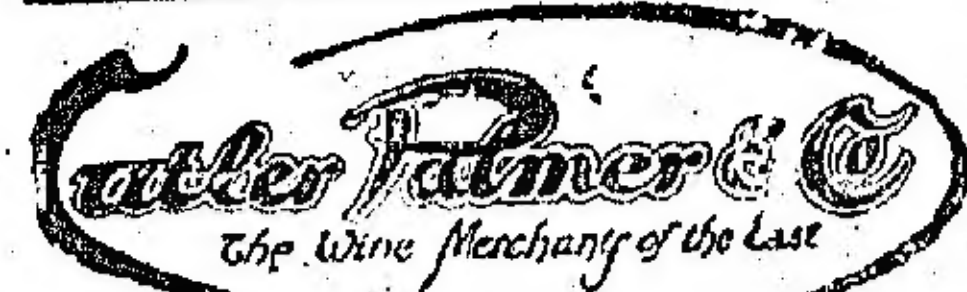
AUTHORIZED CAPITAL.....Yen 40,000,000

PAID-UP CAPITAL.....Yen 30,000,000

RESERVE FUND.....Yen 10,000,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies: Antung-Hsien, Cebu, Hongkong



**NAPIER
JOHNSTONE'S**

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

BEWARE OF
IMITATIONS.

SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

TRY

Beecham's Pills, they are just the thing as a family medicine. Nothing is compared with them as yet been put before the public. For over half a century this medicine has been an easy First Favourite in countless households and the name and fame of Beecham's Pills have spread all over the world. The reason for the enormous popularity of this remedy is not far to seek. Experience has shown that there is nothing better for derangements of the stomach and digestive organs generally. Taken in accordance with directions.

BEECHAM'S

Pills give quick relief, stimulate the organs to healthy action and have a tonic effect upon the whole system. If you have not tried them and have any doubt as to their real value and efficacy, get a box and judge for yourself. You will find Beecham's Pills a valuable aperient and unequalled in regulating the stomach, bowels, liver, and kidneys, and restoring the powers of digestion. They increase the appetite, promote assimilation of food and establish good health. No household should ever be without a box. Many thousands of families have proved the value of Beecham's

PILLS

**CHAPOTEAUT'S
MORRHUOL**



Superior to Emulsions or Cod Liver Oil.
Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.
Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.
Sold in bottles of 100 Capsules.
Sold by all Chemists.

**THE NEW FRENCH REMEDY,
THERAPION NO. 1**
CURES CHRONIC AND ACUTE AFFECTIONS OF THE LIVER, STOMACH, AND BOWELS.
THERAPION NO. 2
CURES CHRONIC AND ACUTE AFFECTIONS OF THE LIVER, STOMACH, AND BOWELS.
THERAPION NO. 3
CURES CHRONIC AND ACUTE AFFECTIONS OF THE LIVER, STOMACH, AND BOWELS.
THERAPION
CURES CHRONIC AND ACUTE AFFECTIONS OF THE LIVER, STOMACH, AND BOWELS.

**香港中外新報
CHUNG NGOI SAN PO**
(Chinese Daily Press)
PUBLISHED DAILY.

Is the oldest and still immeasurably the best Advertising medium among the Native Community.
Established for over FIFTY YEARS.
Circulates largely throughout Southern China, Indo-China, etc.
Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Voeux Road Central, Hongkong, 131, Fleet Street, London, or from the different Agents.
Documents translated from or into Classical or Colloquial Chinese.

HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, March 19th.
SPONSOR OF THE REPUBLIC.

The loan puzzle continues, and there still appears no possibility of China getting the money she wants within a reasonable time. The special correspondent of the *Daily Telegraph* in Peking says that unofficial British opinion in the capital holds the British Legation responsible for the failure to protect British interests, which are practically identical with those of China. He also cables the following remarkable story:—"How it is possible that the British Government can associate with the parties which are now openly advocating the spoliation of China, because they hate and suspect the forces of the new China, is quite inexplicable after what occurred on the Yangtze during the revolution. There is no necessity to mask to-day the fact already published in an American newspaper, that had not England, through her consuls, assisted in arranging the Wuhan armistice, an action telegraphically endorsed by Sir Edward Grey, the Chinese Republic could never have arisen. England, therefore, is directly the sponsor of the Chinese Republic; yet, despite this, British official action in the last twelve months can only be characterised by two words—weakness and wobble—showing no trace of constructive statesmanship, but combined with a curiously un-English desire to follow the lead of other Powers. That such a condition can endure permanently it is impossible to believe."

PLEA FOR A FREE HAND.

Under the non-de-plume of "Open Door," a correspondent of the financial Press asserts that for a considerable time past it has been an open secret amongst well-informed people outside the Foreign Office that the Six-Power loan negotiations could never be carried to a successful conclusion. He asks whether the time has not arrived when purely independent proposals should be allowed to replace these, necessarily abortive negotiations. "For it is quite apparent that Sir Edward Grey and his assistants at the Foreign Office, and our diplomatic representative in China, have got their lines tangled into such a knot as their combined acumen fails to unravel. The result is a dreary one for Great Britain and for Great Britain's trade, since the former has lost heavily in prestige and the latter languishes pending satisfactory settlement. From first to last the story of the Big Loan negotiations has been a series of blunder and muddle. "There is little doubt," he continues, "that if the German Money Market in Berlin were competent at the present juncture to provide the requisite necessary money, we should awake one morning to learn that an independent German group had taken the field during the night, and had agreed to finance the Chinese Republic greatly to its own and the German Empire's financial and commercial advantage. We have now an opportunity of acting to China's real and lasting benefit as well as our own by insisting that the present foolish and impolitic alliance in restraint of trade shall be replaced by free and unfettered financial dealings on the basis of pure business."

[For the other and saner view of the matter, see the report of recent statements in Parliament by Sir Edward Grey, appearing in another column of this issue.—Ed.]

MR. ARTHUR MORRISON.

It appears that Mr. Arthur Morrison, whose collection of Oriental paintings has been presented to the nation through the generosity of an anonymous donor, has never visited the Far East. Mr. Morrison is the greatest authority on Chinese and Japanese art, and collected the 700 paintings which are now to be shown in the British Museum. The gift caused quite a sensation and it was asserted in most of the papers that Mr. Morrison made his first purchase of prints in the by-ways of the East End and afterwards went to Japan. Both these statements are incorrect. It was in the City, some twenty years ago, that he first came across a series of Japanese prints and began to take an interest in the art of the Orient. He discovered that the men who had designed these prints were also painters, and this led him to investigate their works and collect them. Mr. Morrison devoted years of patient research to forming the collection. It is a difficult branch of connoisseurship, because the forgeries are more common and harder to detect than in any other branch of art. While he bought many specimens in this country and in France, friends made purchases for him in Japan. "Poetry and painting are closely associated," says Mr. Morrison, "both in Japan and China, and that is the fascinating element that distinguishes Eastern from European art. Oriental painters paint ideas, rather than the more external appearance of the object, and they succeeded, one thousand years ago, in doing what post-impressionists profess to do now." Mr. Morrison, who is well-known as an author and playwright, is especially proud of the distinctions conferred upon him by the chief art societies of Japan.

THE MALAY BATTLESHIP.

Various statements are still being made with regard to the Malay battleship, and many stories are current in political circles. The lobby correspondent of the *Evening Standard* is the latest to put anything into print, and he writes:—"The story of the Malayan contribution will not add to the credit of the Government. When it was first announced it was represented that the wealthy Malay Chiefs had spontaneously offered a battleship to the Navy. It is now admitted that the gift was not spontaneous, but that it was prompted from Home, and that the chiefs were practically coerced into making the contribution."

**WM. POWELL,
LTD.**

TELEPHONE 346.

TAILORS and OUTFITTERS

EVERYTHING FOR GENTLEMEN'S WEAR.

CHOICE
SUMMER
MATERIALS

now showing

in our
TAILORING
DEPARTMENT.

(All Garments made on the Premises.)

WILLIAM POWELL, LTD.

THE CHINESE REORGANIZATION LOAN.

INTERESTING STATEMENTS BY
SIR EDWARD GREY.

In the House of Commons on the 27th ult.:

Mr. W. Guinness (Bury St. Edmunds, Opp.) asked whether the same views of policy which actuated the British Government in its support of the Six-Power Group would similarly actuate it in its relations towards the same loan now that the United States had withdrawn; whether certain political conditions unconnected with this loan, to which China had objected, had not been put forward by various Powers; and whether British finance would remain identified with the old proposals while American finance, free from Government control, was placed in a more advantageous position to negotiate.

Sir E. Grey.—The answer to the first part of the question is in the affirmative. No political conditions unconnected with the reorganization loan have been put forward by the Powers. There are, of course, certain political considerations inherent in the loan question, but they are political only in the sense that they aim at assisting China to reestablish her political administration both in her own interests and in order to maintain her credit so as to create a favourable field for foreign trade and industry in the future. It was to secure these ends that the Powers attached certain conditions to their approval of the loan, and it was with their unanimous consent that these conditions were proposed to the Chinese Government. I can express no opinion in regard to the last point raised by the hon. member. I do not think ill-secured or ill-employed loans will be advantageous to British interests even if made by British financiers.

Mr. Guinness.—Do not the political conditions involve the continuance of certain unpopular taxes, which otherwise the Chinese Parliament might be able to abolish; and will not the Chinese Government be greatly hampered by the other conditions and the fact of these taxes being continued under European control and management?

Sir E. Grey.—Of course, all taxes are unpopular. (Hear, hear.) If you wish to borrow money there must be some guarantee, and in cases of this kind the usual security is that some particular tax or source of revenue should be assigned to the service of the loan. It might be that the conditions were unpopular, but it is a necessary condition if there is to be a good security for the loan. (Hear, hear.) Mr. Guinness (Westminster, N., Nat.) asked the Secretary for Foreign Affairs whether the British Government continued to support what remained of the six-Power finance group in imposing upon China the conditions enunciated by the Government of the United States had withdrawn its support from the American group; whether China would be left free to borrow on any terms satisfactory to lenders; and whether, before the completion of any agreement for a loan involving the consequences indicated, this House would be informed of its full terms and conditions.

Sir E. Grey (Northumberland, Berwick).—His Majesty's Government have no intention of departing from the policy which they have pursued hitherto in the matter of the Chinese reorganization loan. I must again refer the hon. member to replies which I have constantly given in the House to explain the true nature of that policy. I cannot make the promise asked in the last part of the question, and I deprecate the assumption that any loan will have the injurious consequences attributed to it by the hon. member, though every loan to an individual or to a State entails certain obligations upon the borrower.

Mr. King (Somerset, N., Min.) asked whether the right hon. gentleman would withhold action in the matter until the meeting of the Chinese Parliament.

Sir E. Grey.—There is no reason for us to defer action. It is a question for the Chinese Government as to whether they wish to accept the loan. In reply to Mr. Pointer (Sheffield, Attercliffe, Lab.), Sir E. Grey said:—"I realize that there is an apparent hardship involved in the refusal of his Majesty's Government, pending the reorganization loan, to give their approval to enterprises which British contractors desire to undertake in China, in

so far as they mean an advance of money, direct or indirect, to the Chinese Government; but I am as fully convinced now as I was when his Majesty's Government embarked on the policy of co-operating with other Powers that that policy is ultimately to the advantage of British trade and industry, since it is, in my opinion, the only means by which Chinese credit can be securely established and conditions in China rendered favourable for industrial enterprise in the future. I am not prepared, therefore, to reconsider at present my decision to give exclusive support to the authorized British group. If this policy fails and there is unrestricted competition to lend money to China, I must, of course, reconsider the whole situation; but I fear that it will result in competition between different countries to get political advantages in return for easy loans on improvident terms.

Mr. Pointer asked whether the effect of the Government's approval of the group arrangement was not to restrict the opportunity of China to borrow, and whether, seeing that the American group had withdrawn, British trading interests might not be prejudiced owing to the change in the circumstances.

Sir E. Grey.—I do not think that will be the result, because I think unrestricted competition will tend to a very undesirable competition between different nations to get political advantage in China in regard to easy loans on improvident terms and, if that is so, China's credit will be impaired, and therefore not good for us. Mr. D. Mason (Coventry, Min.) asked whether the people who were prepared to lend money were not the best judges as to whether the terms were improvident.

Sir E. Grey.—I am afraid that is too much of a general rule to lay down. Often it is the case that people are anxious to make loans only if they see immediate financial profit to themselves, which is not necessarily to the advantage of the trade of this country or to the advantage of the country borrowing.

Sir J. D. Rees (Nottingham, E., Opp.) asked the Secretary for Foreign Affairs whether he had any information to the effect that a new American group had been formed to negotiate an independent loan with China; and whether, in view of the withdrawal of the United States Government, the quintuple Powers could object to that isolated action on the part of those who had hitherto co-operated with them.

Sir E. Grey.—The answer to the first part of the question is in the negative; to the second in the affirmative. The hon. member is, however, here assuming that a new American group would be composed of the group that has formed part of the Six-Power Consortium in the reorganization loan negotiations. But I understand that this would not be possible until a specific period has elapsed, since each group is bound by agreement to give notice of its withdrawal from the consortium, and it would be some time before it was free to take separate action on its own account.

PASSENGERS.

ARRIVED.

Per *Chenan*, from Shanghai, Mr. and Mrs. McNeill, Misses McNeill (2), Miss Eva, Mr. and Mrs. Moisan, Mr. Smith and Mr. Sonto.

Per *Scandin*, from Shanghai, Mr. and Mrs. Hansen, Ninetta Hansen, Miss F. Steffens, Mr. H. Crosser, Miss L. Hiermar and Dr. H. Horn.

Per *Bulwer*, for Hongkong, from Hamburg, etc., Mr. A. Fabricius, Dr. Paul Cederer, Miss B. Saunghausen, Mr. Dawdner, Mr. G. Supper, Mr. Hans Bulle, Mr. B. Hazan and family, Mr. Hampe, Mr. and Mrs. D. Garrison, Misses Newhouse (2), Mr. and Mrs. Georgeon, Miss Hughes, Rev. G. Gese, Gr. Workmann, Mr. Folds, Mr. H. Campbell, Mr. E. H. Villiers, Dr. Guntisch, Dr. Kulsze, Mr. and Mrs. Harker, Mrs. T. H. Sherratt, Miss M. T. Whight, Mr. John W. Gray, Mr. W. N. Worcester, Mr. Ed. v. H. Johnston, Major P. Words, Mr. James Tahetant, Mrs. A. Carroll and infant, Mr. H. Farber, Mr. Fritz Hoyer, Mr. Paul Weiss, Mr. O. Kemper, Mr. O. Scherer, Mr. J. Klemes, Mr. H. Bohr, Mr. F. Verneir, Mr. P. von Berkel, Mr. B. U. van Jehy, Mrs. K. H. Struve, Dr. and Mrs. F. A. Watkins, Mr. Ernst Konig, Mr. A. M. Hodgkin, Mr. A. Kutzner, Mr. H. Echeon and child, Miss T. Erlson.

TO LET.

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FLATS, "WILD DELL," No. 147, Wanchai Road, Newly Built, each Flat with 3 ROOMS, Kitchen, Bathroom, and Servants Quarters. Quiet Locality. No. 11, SEYMOUR ROAD.

Apply to—
TSANG KIT-PAN,
Comptroller Department,
HONGKONG & SHANGHAI BANKING
CORPORATION.
Hongkong, 1st April, 1913. [522]

TO LET.

NO. 2, WEST END TERRACE, Shamshun. From 1st May, 1913.
153, PRAYA EAST, GODOWN.
FOUR ROOMS, TO LET.
Unfurnished, a HOUSE at The Peak.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st April, 1913. [65]

TO LET.

ON 2nd FLOOR, No. 2, PRINCE STREET, ONE-ROOMED OFFICE.
Apply Property Office.
JARDINE, MATHESON & Co., Ltd.
Hongkong, 23rd May, 1912. [65]

TO LET.

NO. 21, SHELLEY STREET.
The "EYRIE," No. 13, Peak, To Let Furnished.
"LYEBURN," Barker Road, No. 134, Peak, To Let Furnished or Unfurnished to 30th November, 1913. 6 ROOMS.

"CRAIG EYRIE," No. 4, The Peak, To Let. 8 ROOMS; Tennis and Croquet Lawns; Fine Situation.
From 1st February, 1913, MERION, No. 10, PEAK, Furnished or Unfurnished. 6 ROOMS. To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak, 5 ROOMS, from 1st March, 1913.
For Sale. "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154. Apply to—
LINTHARD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 14th April, 1913. [64]

TO LET.

"BREEZY VILLA," No. 2, Park Road, 4-Roomed Bungalow with Tennis Court. Commands splendid View of Harbour. For Rent, etc., please apply to—
YAP HOK LING,
No. 4, Ripon Terrace.
Hongkong, 28th March, 1913. [507]

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NEW FIVE-ROOMED TERRACE HOUSES with Tennis Courts. Ready for occupation about 1st May.

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HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings.
Hongkong, 16th April, 1913. [306]

TO LET.

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Apply—
A. S. WATSON & Co., LTD.,
Alexandra Buildings.
Hongkong, 27th November, 1912. [166]

TO LET.

SHOP, No. 12, Queen's Road Central.
OFFICES, Nos. 12 and 14, Queen's Road Central.
No. 5, STEWART TERRACE, PEAK.
Apply to—
M. J. D. STEPHENS.
Hongkong, 25th March, 1913. [510]

TO LET.

OFFICES in Hotel Mansions.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 9th April, 1913. [555]

TO LET.

A HOUSE in KNOTSFORD TERRACE.
Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 28th March, 1913. [506]

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NO. 27, ROBINSON ROAD. SIX ROOMS, with Out-house, Commanding a Fine View of the Harbour.
Apply to—
F. X. D'ALMADA e CASTRO,
33, Queen's Road Central.
Hongkong, 18th January, 1913. [204]

TO LET.

NOS. 38 and 40, QUEEN'S ROAD CENTRAL, 1st Floor, from 1st April next. Suitable for an Office. Central locality.
Apply—
H. BUTTONJEE & SON.
Hongkong, 27th March, 1913. [502]

TO LET.

LARGE SUBSTANTIALLY BUILT GODOWN, situated on Water Front, East Point. For further particulars apply Property Office.
JARDINE, MATHESON & Co., Ltd.
Hongkong, 15th August, 1912. [671]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JULY to DECEMBER, 1912, with INDEX. Price \$7.50.
On Sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 10th March, 1913.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA,"
Arrived Hongkong on 9th April, 1913, From BOMBAY, COLOMBO and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, etc., ex s.s. "Malva."
From Persian Gulf, ex s.s. "I. S. N." and "B. P. S. N." Co's Steamers.
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 10th April, 1913. [1]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVOORLICH" FROM MIDDLESBRO, LONDON and STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 26th inst., or they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 12th April, 1913. [571]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NABRUING,"

Arrived Hongkong on 14th April, 1913, From ANTWERP, LONDON, MALTA, PORT SAID, SUEZ and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.
Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 14th April, 1913. [1]

FROM EUROPE.

THE H.A.L. Steamship

"LIBERIA,"

Captain G. Schröder, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 20th inst., at 9.30 A.M.
No Fire Insurance will be effected by us in any case whatever.
This Steamer brings on Cargo:—
Ex s.s. "Trelborg" from Abus.
Ex s.s. "Germania" from Göteborg.
Ex s.s. "Baraco" from Bordeaux.

HAMBURG-AMERICA LINE,
Hamburg Office.
Hongkong 14th April, 1913. [574]

NOTICE TO CONSIGNEES.

S.S. "KOREA,"

FROM SAN FRANCISCO VIA JAPAN PORTS and MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature and take immediate delivery of Cargo from the Company's Godown. Cargo will be landed immediately at Consignees' risk and expense.

Cargo remaining undelivered WEDNESDAY, 16th April, at 5 P.M. will be landed at Consignees' risk and expense.
Cargo remaining undelivered MONDAY, 21st April, at 5 P.M. will, in addition to landing charges, be subject to storage charge.
No Fire Insurance whatever will be effected. All chafed and otherwise damaged Cargo will be examined at the above Company's Godown SATURDAY, 19th April, at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for on behalf of the Pacific Mail S.S. Co.
All Claims must be filed on or before 15th May, otherwise they will not be recognized.
FRED J. HALTON
Agent.

Hongkong, 15th April, 1913. [30]

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	POLYNESIE	On 21st Apr., at 7 A.M.
MARSEILLES, VIA PORTS	ERNEST SIMONS	On 22nd Apr., at 1 P.M.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in MARSEILLES.

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VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON PORTS.

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Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG	FROM COLOMBO
26th April, Connecting with "ELLERIE"	14th May.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIE" June.

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APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "JAPAN," 6,015 tons, Captain C. P. Seddon, will be despatched for MIKE, KOBE and MOJI on 19th April, at Daylight.
S.S. "TRONGWA," 6,298 tons, Captain O. M. Robins, will be despatched to SHANGHAI, KOBE & MOJI, on 30th April.

WESTWARD.

S.S. "DILWARA," 5,378 tons, Captain Ramage, R.N.R., will be despatched for SINGAPORE, PENANG and CALCUTTA on 18th April, at 3 P.M.
S.S. "ARRATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched as above on 7th May.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

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Agents."THE BIG 4" of the
PACIFIC MAIL S.S. CO.

	COMFORT.	FROM HONGKONG calling at
MONGOLIA 27,000 tons, twin screws		SHANGHAI, NAGASAKI,
MANCHURIA 27,000 tons, twin screws		KOBE (via Inland Sea),
KOREA 18,000 tons, twin screws	SAFETY.	YOKOHAMA and HONO.
SIBERIA 18,000 tons, twin screws		LULU (the Paradise of the
NILE 11,000 tons		Pacific) through Service via
Also CHINA 10,200 tons		
PERSIA 9,000 tons	SPEED.	NEW YORK to Europe

SOME FEATURES OF SERVICE.

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STEAMERS	Tons	Starting
KOREA	18,000	TUESDAY, 22nd April, at 1 P.M.
SIBERIA	18,000	TUESDAY, 5th May, at 1 P.M.
CHINA	10,200	TUESDAY, 13th May, at 5 P.M.
MANCHURIA	27,000	TUESDAY, 20th May, at 1 P.M.
NILE	11,000	TUESDAY, 3rd June, at 3 P.M.
MONGOLIA	27,000	TUESDAY, 10th June, at 1 P.M.
PERSIA	9,000	TUESDAY, 1st July, at 3 P.M.
KOREA	18,000	TUESDAY, 8th July, at 1 P.M.

* INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between KOBE and YOKOHAMA Free of Charge.

HONGKONG-MANILA SERVICE.

FROM HONGKONG	ARRIVE MANILA	FROM MANILA	DEPART HONGKONG
15th May	CHINA	15th May	3rd May
3rd June	NILE	5th June	11th May
1st July	PERSIA	3rd July	21st June
29th July	CHINA	31st July	19th July

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FRED J. HALTON, AGENT.
Panama-Pacific International Exposition—San Francisco—1915

HONGKONG. CANTON. MACAO &
WEST RIVER STEAMERSJOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

8 a.m. "HONAM."	10 p.m. "FATSHAN."
8 a.m. "HEUNGSHAN." <td>5 p.m. "KINSHAN." </td>	5 p.m. "KINSHAN."

8 a.m. "HEUNGSHAN."	10 p.m. "HONAM."
8 a.m. "HONAM." <td>5 p.m. "FATSHAN." </td>	5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 20th APRIL, 1913.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-SANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "RAINAM," 588 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LUNYAN" and "SHANLU." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fans in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
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HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

SAN FRANCISCO



SCENIC ROUTE

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TRANS-CONTINENTAL

WESTERN PACIFIC
DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU	22,000 tons.
S.S. CHYO MARU	22,000 tons.
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AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

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WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. line connects at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourists' Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for Ticket form No. 626.

O. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

75, MAIN STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUZ and PORT SAID.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 13th May, at 5 P.M.

Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside cabins. Doctor, Stewards, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £35 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUZ and PORT SAID.

S.S. "CHINA," 11,800 tons, will leave as above about 1st May.

These Steamers of large tonnage are fitted with comfortable and class accommodation for Saloon Passengers. No Surtax. Doctor, Stewards, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

BY SIMPLY EXPRESS:
Via Venice, Milan, Simplon, Lannazano, Paris, Calais or Boulogne, Class I £8.15, II £6.1.6.

BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Basle, Lausanne, Calais or Boulogne, Class I £8.15, II £6.1.6.

BY SEAMER EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £9.11, II £6.9.9.

BY LATER EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £7.15.8, II £4.1.6.

TO SHANGHAI.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 28th April, at 7 P.M.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. "PERSIA," 12,500 tons, will leave as above about 5th May.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., Agents,

Hongkong, 15th April, 1913.

Princes' Building.

[52]

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILING
SHANGHAI, YOKOHAMA, KOBE and MOJI	"PEKING"	6,500	On 19th April

For Freight and Further Particulars, apply to

TELEPHONE No. 171

ARTHUR NIELSEN & CO.,

YORK BUILDINGS, TOP FLOOR.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUZ and PORT SAID	IYO MARU Capt. Hirasu	12,500	WED'DAY, 23rd April, at D'light.
	HIRANO MARU Capt. H. Fraser	16,900	WED'DAY, 7th May, at Daylight.
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	YOKOHAMA MARU Capt. S. Wada	12,500	TUESDAY, 32nd April, at Noon.
	SANUKI MARU Capt. Richards	12,500	SATURDAY, 17th May, from Kobe.
SEIDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	INABA MARU Capt. Tomioka	12,500	WED'DAY, 7th May, at Noon.
	NIKKO MARU Capt. Yagi	9,600	WED'DAY, 4th June, at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	HAKATA MARU Capt. H. Nomura	12,500	SATURDAY, 19th April.
BOMBAY via SINGAPORE, and COLOMBO	KAWACHI MARU Capt. Christiansen	12,500	MONDAY, 28th April.
KOBE and YOKOHAMA	KAMO MARU Capt. Sommer	16,000	THURSDAY, 24th April, at 11 a.m.
MOJI, KOBE & YOKOHAMA	KIRIN MARU Capt. M. Deguchi	6,000	MONDAY, 28th April.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU Capt. M. Winkler	9,600	WED'DAY, 7th May, at Noon.
SHANGHAI, MOJI and KOBE	SHINYO MARU Capt. Okuma	12,500	TUESDAY, 29th April.

§ Fitted with New System of Wireless Telegraphy.

† Cargo only

REDUCED RATES OF PASSAGE.

HONGKONG to PACIFIC COAST points...	1st Class £25
" " LONDON via NEW YORK...	2nd Class £17
" " " via MONTREAL...	1st Class £55
" " " via MONTREAL...	2nd Class £40
Round-the-World, 1st Class throughout, via NEW YORK...	1st Class £54
" " " via MONTREAL...	2nd Class £37
Round-the-World, 1st Class throughout, via NEW YORK...	1st Class £100
" " " via MONTREAL...	1st Class £102

N.B.—While the rates are reduced, the excellence of the service in all respects will be maintained as heretofore.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

(11-12-13)

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.PROPOSED SAILINGS OF MAIL STEAMERS
HOMeward PASSENGER SEASON 1913.

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (1 day later)
Steamer	Noon, SATURDAY	Steamer	SATURDAY	FRIDAY
DEVANHA	April 26	MACEDONIA	May 24	May 30
CHINA	May 10	MALWA	June 7	June 13
			SUNDAY	SATURDAY
DELTA	May 24	MOOLTAN	June 22	June 28
ABATE	June 7	MOREA	July 6	July 12
ABACIA	June 21	MARMORA	July 20	July 26
DEVANHA	July 5	MEDINA	Aug. 3	Aug. 9
CHINA	July 19	MOLDAVIA	Aug. 17	Aug. 23

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG About	Due MARSEILLES About	Due LONDON About
NORE	April 30	June 3	June 13
NILE	May 14	June 17	June 27
PALAWAN	May 28	July 2	July 11
SUMATRA	June 11	July 16	July 25
NUBIA	June 25	July 31	Aug. 10
SUNDA	July 9	Aug. 14	Aug. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.10 SINGLE, £82.10 RETURN.

2nd £33.10 £57.4

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

For further Particulars, apply to—

E. A. HEWITT,

SUPERINTENDENT

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PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, PALAWAN AND YOKOHAMA	Capt. C. R. Longden, B.N.R.	About 21st April	Freight and Passage.
SHANGHAI	CHINA Capt. C. H. S. Toque, B.N.R.	About 24th April	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DEVANHA Capt. W. R. Hickey	Noon, 26th April	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	NORSE Capt. D. Asbury	About 30th April	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 17th April, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
AMOI, WEIHAWEI & TIENTSIN	"KUEICHOW"	On 19th Apr., 10 A.M.
SHANGHAI	"CHENAN"	On 19th Apr., 11 A.M.
MANILA, CEBU AND ILOILO	"TEAN"	On 23rd Apr., 4 P.M.
SHANGHAI	"CHINHUA"	On 24th Apr., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft; Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. Leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wusung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—
HONGKONG, 16th April, 1913. TELEPHONE 36. AGENTS

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOI AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHONG"	Capt. W. C. Fozzmore	TUESDAY, 22nd April, at 11 A.M.
"HAITAN"	Capt. J. S. Bosch	FRIDAY, 25th April, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITANG"	Capt. A. E. Hodgins	SUNDAY, 20th April, at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIR & Co.,
GENERAL MANAGERS.

Hongkong, 17th April, 1913.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	On 2nd May	On 30th Apr., 11 A.M.
EMPIRE	On 9th May	On 24th May, 11 A.M.
ST. ALBAN	On 16th May	On 21st June, 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Lounge has Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

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HAMBURG-AMERIKA LINIE.

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:		
S.S. ALESIA	27th Apr.	
S.S. SEGOVIA	8th May.	
S.S. FUERST BUELOW	19th May.	
S.S. BIRKENFELS ...	24th May.	
S.S. SAXONIA	24th May.	
S.S. PREUSSEN	24th June.	

For Further Particulars, apply to—

HOMEWARD.

For MARSEILLES & HAMBURG:	S.S. SPEZIA	18th Apr.
For HAVRE & HAMBURG:	S.S. SCANDIA	18th Apr.
For ROTTERDAM, BREMEN, HAMBURG & ANTWERP:	S.S. SACHSEN	19th Apr.
For HAVRE, HAMBURG & ANTWERP:	S.S. SENEGAMBIA	25th Apr.
For HAVRE, BREMEN & HAMBURG:	S.S. LIBERIA	16th May.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. BAYERN	20th May.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 12th April, 1913.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

"NIPPON MARU"

INTERMEDIATE STEAMER.
Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
SHINYO MARU	H. S. Smith	TUESDAY, 29th April, Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 27th May, at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 17th June, at Noon.
TENYO MARU	E. Best	TUESDAY, 24th June, at Noon.

The S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA AND HONOLULU on TUESDAY, the 29th April, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
HONGKONG MARU	11,000	WED'DAY, 4th June, at Noon.
KIYO MARU	17,200	TUESDAY, 5th Aug., at Noon.
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC LINE.

Connecting at TACOMA and SEATTLE with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"SEATTLE MARU"	T. Sato	TUESDAY, 22nd April, at 2 P.M.
"MEXICO MARU"	N. Kobayashi	WED'DAY, 30th April, at 2 P.M.
"CHICAGO MARU"	S. Nemoto	SATURDAY, 17th May, at 2 P.M.
"CANADA MARU"	K. Hori	WED'DAY, 28th May, at 2 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 12th June, at 2 P.M.
"PANAMA MARU"	J. Kanoo	WED'DAY, 25th June, at 2 P.M.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Perishables. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PENANG & COLOMBO.

STEAMER	CAPTAIN	LEAVING
"INDO MARU"	K. Komiya	WED'DAY, 23rd April, at 4 P.M.
"LUZON MARU"	H. Yamamoto	SUNDAY, 25th May, at 4 P.M.
"SAIGON MARU"	T. Yamaguchi	SATURDAY, 26th June, at 4 P.M.

STEAMER	CAPTAIN	LEAVING
"LUZON MARU"	H. Yamamoto	SATURDAY, 19th April, at 4 P.M.
"SAIGON MARU"	T. Yamaguchi	WED'DAY, 21st May, at 4 P.M.
"INDO MARU"	K. Komiya	SUNDAY, 22nd June, at 4 P.M.

CHINA & FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOI.

STEAMER	CAPTAIN	LEAVING
"KAISO MARU"	Y. Yamamoto	WED'DAY, 23rd April, at Noon.

FOR TAMSUI VIA SWATOW AND AMOI.

STEAMER	CAPTAIN	LEAVING
"DAIGI MARU"	S. Tokushige	SUNDAY, 20th April, at Noon.
"DAIJI MARU"	M. Nagano	SUNDAY, 20th April, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOI.

STEAMER	CAPTAIN	LEAVING
"SOCHU MARU"	K. Tashiro	Leaving

FOR CANTON.

STEAMER	CAPTAIN	LEAVING
"SOCHU MARU"	K. Tashiro	Leaving

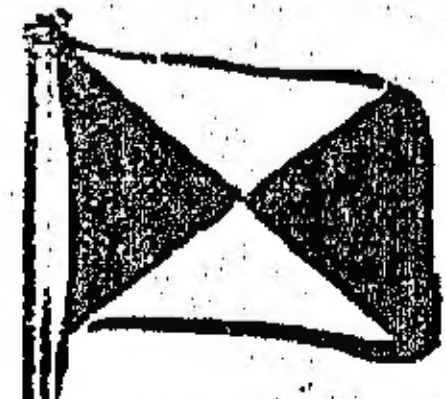
These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Frisco Central).

For FURTHER INFORMATION, apply to

Z KAMIYA,

MANAGER
Second Floor, No. 1, Queen's Building

491-778-7



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	McMurray	Manila, Mangarin, Holo and Cebu	
RUBI	4000	J. Miller	Manila, Mangarin, Holo and Cebu	

For Freight or Passage, apply to
HONGKONG, 31st March, 1913. SHEWAN, TOMES & Co., General Managers.
PHILIPPINES S.S. Co. [10]

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVOES AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 85' by 31' 6"
Pumps Empty Dock in 2-3 4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

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Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description. Pioneers in the Design and Manufacture of PRESSED STEEL UNDERFRAMES and BOGIES and ALL-STEEL RAILWAY WAGONS.

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P. As supplied to the British Admiralty and War Office. MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION. MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc. Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK." [449]

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
MANILA, YAP, MARONN, SAMARAI, NEWGUINEA, BRIG, BANE, SYDNEY and MELBOURNE	"COBLENTZ," Capt. L. KLUCKERT	6,750	Saturday, 19th Apr., at 9 A.M.
KOBE and YOKOHAMA	"PRINZ SIGISMUND," Capt. D. LENZ	6,000	About Tuesday, 29th April.
KODAT and SANDAKAN	"BORNEO," Capt. F. SMITHILL	5,000	End of April.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co.,

HONGKONG, 17th April, 1913. GENERAL AGENTS HONGKONG AND CHINA.

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TRADE MARK REGULATIONS IN CHINA 0.25		

WEATHER REPORT.

On the 17th at noon.—Pressure has increased over the whole area; moderately in the north-east and slightly elsewhere. It is now highest over N.E. China and S.W. Manchuria. Shallower depressions are situated over Indo-China, South Japan, and to the East of Hokkaido.

Fresh to moderate N.E. winds will prevail over the east coast of China, and moderate E. winds over the northern portion of the China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.19 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT FORECAST.
• Hongkong & Neighbourhood { N.E. winds, strong. }
Formosa Channel { N.E. winds, strong. }
South coast of China between N.E. winds, Hongkong and Lamook. { fresh. }
South coast of China between the same as Hongkong and Hainan { No. 1. }

• E. wind, moderate; cloudy, rain.

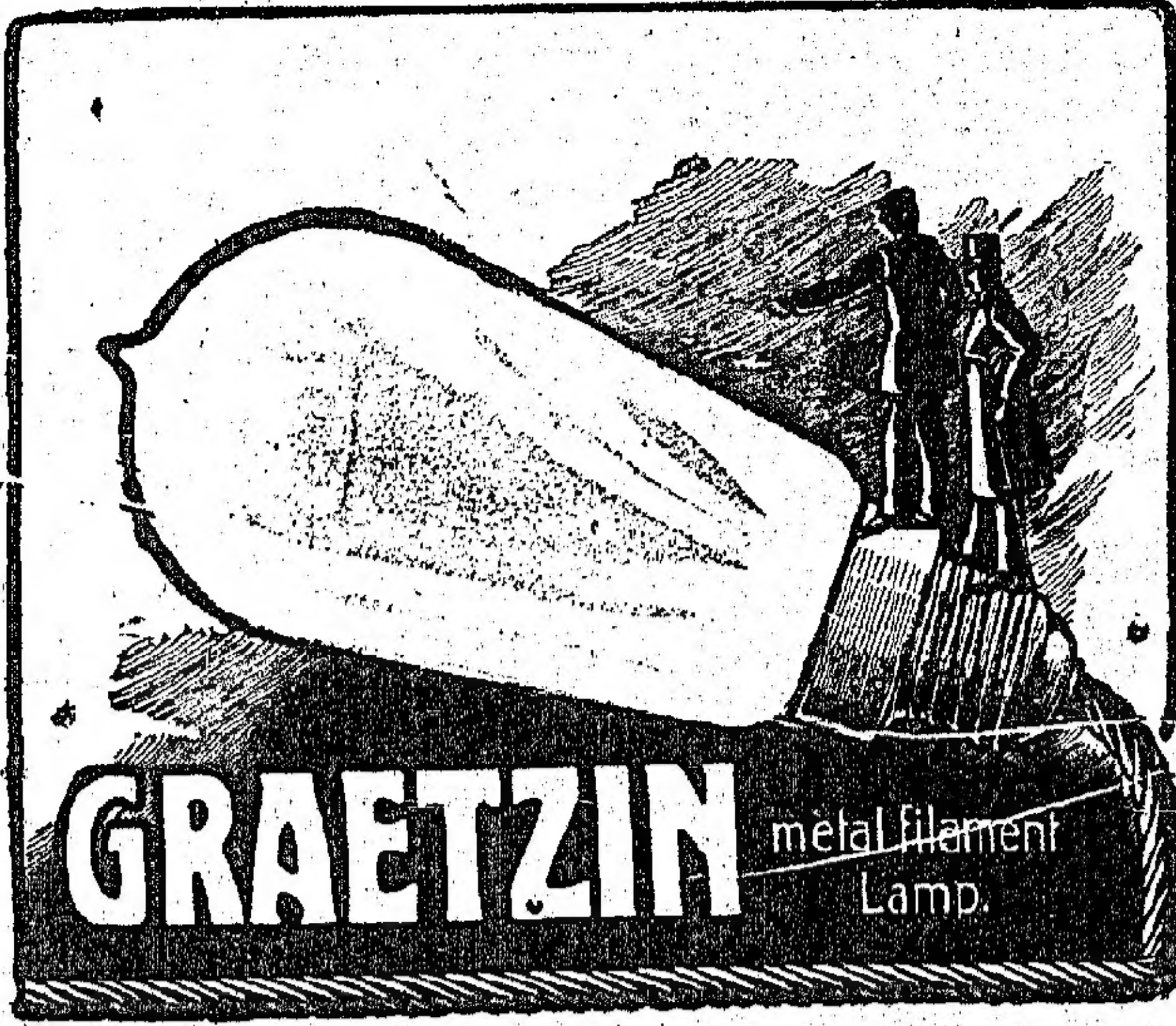
HONGKONG TIDE TABLE.

From 18th to 24th April, 1913.

Days of Month	HIGH WATER.			LOW WATER.		
	Days of Month	H'kong. Mean Time.	Height.	Days of Month	H'kong. Mean Time.	Height.
Fri. 18	18	8 22	5 3	h. m. 1 45	1 3	
Satur. 19	19	8 54	6 7	h. m. 1 32	2 8	
Sun. 20	20	8 43	6 6	h. m. 2 22	1 6	
Mon. 21	21	9 14	6 2	h. m. 2 24	2 0	
Tues. 22	22	10 37	5 8	h. m. 3 9	2 3	
Wed. 23	23	9 41	7 0	h. m. 3 45	2 0	
Thurs. 24	24	10 37	7 2	h. m. 4 34	3 8	
		10 37	7 2	h. m. 5 18	0 9	
		10 37	7 2	h. m. 6 10	1 1	

NOTICE TO KOWLOON RESIDENTS

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Hongkong, 18th April, 1913.

[44-19]

NOTICE POST OFFICE

The Mexico Mail is expected to arrive here on Monday, the 21st inst., with the London Mails (via Siberia) of Wednesday, the 26th, and Saturday, the 29th March.

FOR	PER	DATE
Straits	Baron Driesen	Friday, 18th, 8.00 A.M.
Philippine Islands	Spezia	Friday, 18th, 9.00 A.M.
Sydney, Tientsin, Chefoo and Chingwantao	Hopsang	Friday, 18th, 1.00 P.M.
Straits	Welsh Prince	Friday, 18th, 1.15 P.M.
Shanghai and North China	Stentor	Friday, 18th, 1.30 P.M.
Japan via Mito	Japan	Friday, 18th, 1.35 P.M.
Macao	Sui Tai	Friday, 18th, 2.00 P.M.
Straits and India via Calcutta	Dileeva	Friday, 18th, 2.00 P.M.
Philippine Islands, Yap, Samarra, Maroon, Friedrich, Wilhelmshafen, Hamburg, Herberthshof, Matupi, Australia, Tasmania and New Zealand via Brisbane	Coblenz	Saturday, 19th, 8.00 A.M.
Amoy, Weihaiwei and Tientsin	Kueichow	Saturday, 19th, 9.00 A.M.
Philippine Islands	Yuenan	Saturday, 19th, 1.00 P.M.
Macao	Sui Tai	Saturday, 19th, 1.15 P.M.
Shanghai and North China	Chenan	Saturday, 19th, 5.00 P.M.
(EUROPE VIA SIBERIA)		
Swatow, Shanghai, and North China	Chengyang	Saturday, 19th, 5.00 P.M.
Swatow	Hanyang	Sunday, 20th, 9.00 A.M.
Swatow, Amoy and Formosa via Tamsui	Dang Mar	Sunday, 20th, 9.00 A.M.
Macao	Sui Tai	Monday, 21st, 1.15 P.M.
Japan via Yokohama	Fooking	Monday, 21st, 5.00 P.M.
Swatow, Amoy and Fooking	Haiheng	Tuesday, 22nd, 10.00 A.M.
Shanghai, North China, Japan via Moji, Victoria, B.C., and Seattle	Yokohama Maru	Tuesday, 22nd, 10.00 A.M.
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT, and EUROPE via Marseilles (Late Letters 11 to NOON Extra postage 10 cents)	Ernest Simons	Tuesday, 22nd, 10.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, YANAGI, HONOLULU, UNITED STATES, and SOUTH AMERICA via SAN FRANCISCO (EUROPE VIA SIBERIA)	Korea	Tuesday, 22nd, 10.00 A.M.
Japan via Moji, Victoria and Tacoma	Seattle Maru	Tuesday, 22nd, 1.00 P.M.
Macao	Sui Tai	Tuesday, 22nd, 1.15 P.M.
Philippine Islands	Tan	Tuesday, 22nd, 3.00 P.M.
Straits and Ceylon	Iyo Maru	Tuesday, 22nd, 5.00 P.M.
Swatow, Amoy and Fooking	Chapshing	Wednesday, 23rd, 11.00 A.M.
Shanghai and North China	Fookang	Thursday, 24th, 1.00 P.M.
Swatow, Amoy and Fooking	Chunhua	Thursday, 24th, 3.00 P.M.
Swatow, Amoy and Fooking	Haitan	Friday, 25th, 10.00 A.M.
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT, and EUROPE via BRINDISI (Late Letters 11.00 to NOON Extra postage 10 cents)	Devanah	Saturday, 26th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
Philippine Islands	Loongsang	Saturday, 26th, 1.00 P.M.
Philippine Islands	Yafiro	Saturday, 26th, 3.00 P.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, YANAGI, HONOLULU, UNITED STATES, and SOUTH AMERICA via VANCOUVER (EUROPE VIA SIBERIA)	Empress of Japan	Saturday, 26th, 4.00 P.M.
Shanghai and North China	Nansang	Monday, 29th, 11.00 A.M.
Philippine Islands, STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT, and EUROPE via NAPLES	Loetow	Tuesday, 29th, 8.30 A.M.
Philippine Islands, Timor, Australia, Tasmania and New Zealand via Port Darwin	Eastern	Wednesday, 30th, 10.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin	Taiyuan	Saturday, 10th, 10.00 A.M.

NOTE: Letters—The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and where Registration has been neglected WILL MAKE NO ENQUIRIES into alleged losses of such (Postal Guide 12L)

COMMERCIAL.

CLOSING QUOTATIONS.

April 17th.

On LONDON:	
Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	1/11 1/2
Bank Bills, at 30 days' sight	1/11 1/2
Bank Bills, at 4 months' sight	1/11 1/2
Credits, at 4 months' sight	2 1/2
Documentary Bills 4 months' sight	2 1/2
On PARIS:	
Bank Bills, on demand	2 9/16
Credits, at 4 months' sight	25 1/2
On GERMANY:	
On demand	202
On NEW YORK:	
Bank Bills, on demand	48
Credits, at 60 days' sight	49
On BOMBAY:	
Telegraphic Transfer	147
Bank, on demand	147 1/2
On CALCUTTA:	
Telegraphic Transfer	147
Bank, on demand	147 1/2
On SHANGHAI:	
Bank, at sight	7 1/2
Private, 30 days' sight	7 1/2
On YOKOHAMA:	
On demand	96 1/2
On MANILA:	
On demand	96 1/2
On SINGAPORE:	
On demand	8 1/2
On BATAVIA:	
On demand	119
On HAIPHONG:	
On demand	1 1/2 p.m.
On SAIGON:	
On demand	78 1/2
On BANGKOK:	
On demand	110 1/2
Governments, Bank's Buying Rate	110 1/2
GOLD LEAF, 100 fine, per test	122 20
RAW SILVER, per oz.	27 1/2

SUBSIDIARY COINS.

Chinese	20 cents pieces	per cent.
Chinese	10	77.38 discount
Hongkong	20	76.30
Hongkong	10	77.57

MAILS VIA SIBERIA.

London	Due
March 27th.	Shanghai
	April 14th.

TO-NIGHT

9.15 P.M.—Bijou Theatre.

TO-MORROW

12.30 P.M.—Hongkong Jockey Club Half-Yearly Meeting.
1 P.M.—V.R.C. Athletics Meeting at the Hongkong Football Club Ground, Happy Valley.
3.30 P.M.—First Gymkhana Meeting at the Race Course.

FORTHCOMING EVENTS.

Saturday, 26th April:—
Noon—Green Island Cement Co., Ltd., Meeting of Shareholders.
Saturday, 3rd May:—
Noon—Hongkong Electric Co., Ltd., Meeting of Shareholders.

SHARE LIST—QUOTATIONS.

HONGKONG 17th APRIL, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.	RETURN ON BASIS OF LAST DIV.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	112 1/2	all	112 1/2, sal. & buy	5 p.c.
China Bank Corporation, Limited	60,000	32 1/2	all	32 1/2, buyers	10 p.c.
China Light and Power Company, Ltd.	50,000	35	all	35	
China Provident Loan and Mortgage Co., Ltd.	200,000	31 1/2	all	31 1/2	7 1/2 p.c.
Canton Mills	20,000	110	all	110	
Ewo Cotton Spinning & Weaving Co., Ltd.	125,000	110	all	110	
Hongkong Cotton Spinning Co., Ltd.	40,000	110	all	110	
Dairy Farm Company, Limited	60,000	35	all	35	6 p.c.
DOCKS AND WHARVES.—					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	35	all	35, sal. & sel.	6 p.c.
H'kong & Whampoa Dock Co., Ltd.	50,000	35	all	35, buyers	5 p.c.
New Amoy Dock Co., Limited	10,000	35	all	35, buyers	7 p.c.
S'hai Dock and Engineering Co., Ltd.	55,700	110	all	110	
S'hai and Hongkong Wharf Co., Ltd.	400,000	110	all	110	
Green Island Cement Co., Limited	60,000	110	all	110	
Hongkong Electric Co., Limited	12,000	35	all	35, buyers	5 1/2 p.c.
Hongkong Hotel Company, Limited	8,000	35	all	35, buyers	5 1/2 p.c.
Manila Metropolitan Hotel Limited	15,000	10	all	10	
Hongkong Ice Company, Limited	5,000	25	all	25, sellers	6 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	110	all	110, buyers	10 p.c.
H'kong South China Steam Fisheries Co., Ltd.	15,000	30	all	30, sellers	
Hongkong Steel Foundry Co., Ltd.	15,000	30	all	30	
Hongkong Tramway Co., Ltd.	325,000	110	all	110, sal. & buy.	
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	125	all	125, buyers	7 p.c.
China Fire Insurance Co., Limited	10,000	125	all	125, buyers	6 p.c.
Hongkong Fire Insurance Co., Ltd.	10,000	125	all	125, sal. & buy.	7 p.c.
North China Insurance Co., Limited	10,000	125	all	125, buyers	
Union Insurance Society, Limited	12,000	125	all	125, buyers	6 p.c.
Yongtze Insurance Association, Ltd.	12,000	125	all	125, buyers	
LAND AND BUILDINGS.—					
H'kong Land Investment Co., Ltd.	50,000	110	all	110, buyers	7 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	110	all	110	
Humphreys Estate and Finance Co., Ltd.	150,000	110	all	110, buyers	6 p.c.
Kowloon Land and Building Co., Ltd.	6,000	110	all	110, buyers	8 p.c.
Shanghai Land Investment Co., Ltd.	78,000	110	all	110	
West Point Building Co., Limited	12,500	110	all	110, buyers	7 1/2 p.c.
Matschappij tot Exploitatie van Mijnen, Bosch-en Landbouw exploitatie in Langkat	25,000	110	all	110	
MINING.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	2 1/2	all	2 1/2	
Bowood Tin and Rubber Estate, Ltd.	200,000	2 1/2	all	2 1/2, sales	
Harb Australian Gold Mining Co., Ltd.	160,000	2 1/2	all	2 1/2, buyers	
Trench Mines, Limited	25,000	2 1/2	all	2 1/2	
Peak Tramways Co., Limited	50,000	2 1/2	all	2 1/2	
Philippine Co., Limited	75,000	2 1/2	all	2 1/2	
Pulper et Papeteries du Tonkin Societe des	15,200	2 1/2	all	2 1/2	
RAFFINERIES.—					
China Sugar Refining Co., Limited	20,000	110	all	110, buyers	5 p.c.
Luzon Sugar Refining Co., Limited	7,000	110	all	110	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	35	all	35, buyers	4 1/2 p.c.
Douglas Steamship Co., Limited	20,000	35	all	35, buyers	7 1/2 p.c.
H'kong, Canton & Macao S.S. Co., Ltd.	80,000	35	all	35	
Indo-China Steam Navigation Co., Ltd.	50,000 pref.	35	all	35	
Shell Transport & Trading Co., Ltd.	2,500,000	35	all	35, buyers	4 1/2 p.c.
Star Ferry Company, Limited	30,000	35	all	35	
South China Morning Post, Limited	5,000	35	all	35	
Steam Laundry Company, Limited	20,000	35	all	35	
STOCKS AND INVESTMENTS.—					
Campbell, Moore & Co., Limited	1,200	35	all	35	
Fraser & Co., Ltd.	50,000	35	all	35	
Fowell, Wm., Limited	15,000	35	all	35	
Watkins, Limited	10,000	35	all	35, buyers	
Watson & Co., A. S. Limited	90,000	35	all	35, sal. & buy.	
Weissmann, Limited	3,000	35	all	35, buyers	8 p.c.
United Asbestos Oriental Agency, Ltd.	9,900 ordy.	35	all	35	
Union Waterboat Co., Limited	100,000	35	all	35	
Paras Rubber in London					3 1/2 p.c. per lb.
Loans.	Amount.	Value.	Interest.	Quotation.	
Chinese Imperial 1896	Tls. 767,200	Tls. 250	7 1/2 p. annum	100	

SMOKED EVERYWHERE BY
(NEARLY) EVERYBODY.

No. 1. Equestrians.

"THE MIXTURE OF
MATCHLESS MERIT."

"GARRICK
MIXTURE"

BRITISH AMERICAN TOBACCO Co. Ltd.,
Hong Kong, will forward testing samples post
free to applicants mentioning this paper.

Lambert & Butler,
England.



PRIZE COMPETITION NO. 2.

PETER'S AND NESTLE'S go hand in hand,
They're found on sale in every land.
In the land of Lotus Eaters,
The sweet they ate
Was surely PETER'S—MILK CHOCOLATE.
Keep on rhyming, make me metres,
Lots of words will rhyme with PETER'S.
Not so words to rhyme with "NESTLE".
To find a match you have to wrestle.

As in rhyme, so as a sweet,
Hard to match and can't be beat

NESTLE'S MILK CHOCOLATE.

CONDITIONS.

We are fond of "poetry," as you may judge from above, and if you will send in your efforts you may win a prize consisting of Chocolate. It depends on our estimation of your attempts.

If you like you may send in your attempts under a *nom de plume*, which, if a winner, will be published in the Local Papers. Your name will be treated confidentially by us.

Post your efforts to Messrs. PETER'S AND NESTLE'S, P.O. Box 551, Hongkong.

It costs you nothing to try, and we will give a ROLLED GOLD WRIST WATCH for what we consider the best attempt sent in by 30th April, 1913. Make your verses topical and descriptive if possible, and accompany each attempt with a PETER'S, NESTLE'S or KOHLER'S WRAPPER.

Verses may be rendered in any language.

Imitation being the sincerest form of flattery, we reserve the right to make future use of the verses without disclosing the perpetrators' names.

No Hongkong Store dealing in Confectionery is so behind the times as not to stock

PETER'S, NESTLE'S AND KOHLER'S.

[34-1]

D & J McALLUM'S
"Perfection"

Embraces
All
the qualities of
a high class
Scotch Whisky
for Connoisseurs

A
Perfect
Whisky
Mellow
like a
Liquor

GANDE PRICE & CO. LTD.
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